

The Hongkong Telegraph.

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號三十月四年元統宣

MONDAY, MAY 31, 1909.

一拜禮

號一廿月五英曆西

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$14,500,000
SILVER \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Balfour, Esq.
G. G. Barrett, Esq.
O. S. Gubbay, Esq.
W. Helms, Esq.
O. R. Lenzmann, Esq.
E. Shellm, Esq.
R. Shaw, Esq.
H. A. Siebs, Esq.
Hon. Mr. H. A. W. Slade.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—Mr. H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £575,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per cent.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP \$10,000,000
RESERVE FUND \$10,000,000
HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per cent. on daily balances and accepts, Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 4 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDE LANDSHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oerboon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Achen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 per cent. on daily balances.
Fixed Deposits 12 months 4 per cent. per annum.
Do 6 months 4 per cent. per annum.
Do 3 months 4 per cent. per annum.
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July, 1909. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHKAWA.
Kobe, TIENSIN.
OSAKA, PEKIN.
YAGASAKI, NEWOHAWANG.
LONDON, DALNY.
LYONS, PORT ARTHUR.
NEW YORK, ANTUNG.
SAN FRANCISCO, LIOYANG.
HONOLULU, MUKDEN.
BOMBAY, TIE-LING.
SHANGHAI, OHANG-GHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent. per annum on the daily balance.
On fixed deposit:
For 12 months 5 per cent. p.a.
For 6 months 4 per cent. p.a.
For 3 months 4 per cent. p.a.
TAKAO TAKAMICHI,
Manager.
Hongkong, 22nd March, 1909. [17]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 4 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7500,000.
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Scharnhorst (Preuss.)
die Staatsbank.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Skl. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROSENTHAL & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOMHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimation.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair
Monarch Shirts \$1.25 each
Civet Evening
Shirts From \$3.75 up
Pyjama Suits " "
Steamer Rugs \$13.95 "

THE SAVOY.

Hongkong, 16th February, 1909. [18]

Notice of Firm.

NOTICE.

MR. J. F. ECA DA SILVA is no longer connected with our Canton Branch and the authority given him to Sign our Firm for Procurement there has been withdrawn.
CRUZ, BASTO & CO.
Hongkong, 25th May, 1909. [19]

Mails.

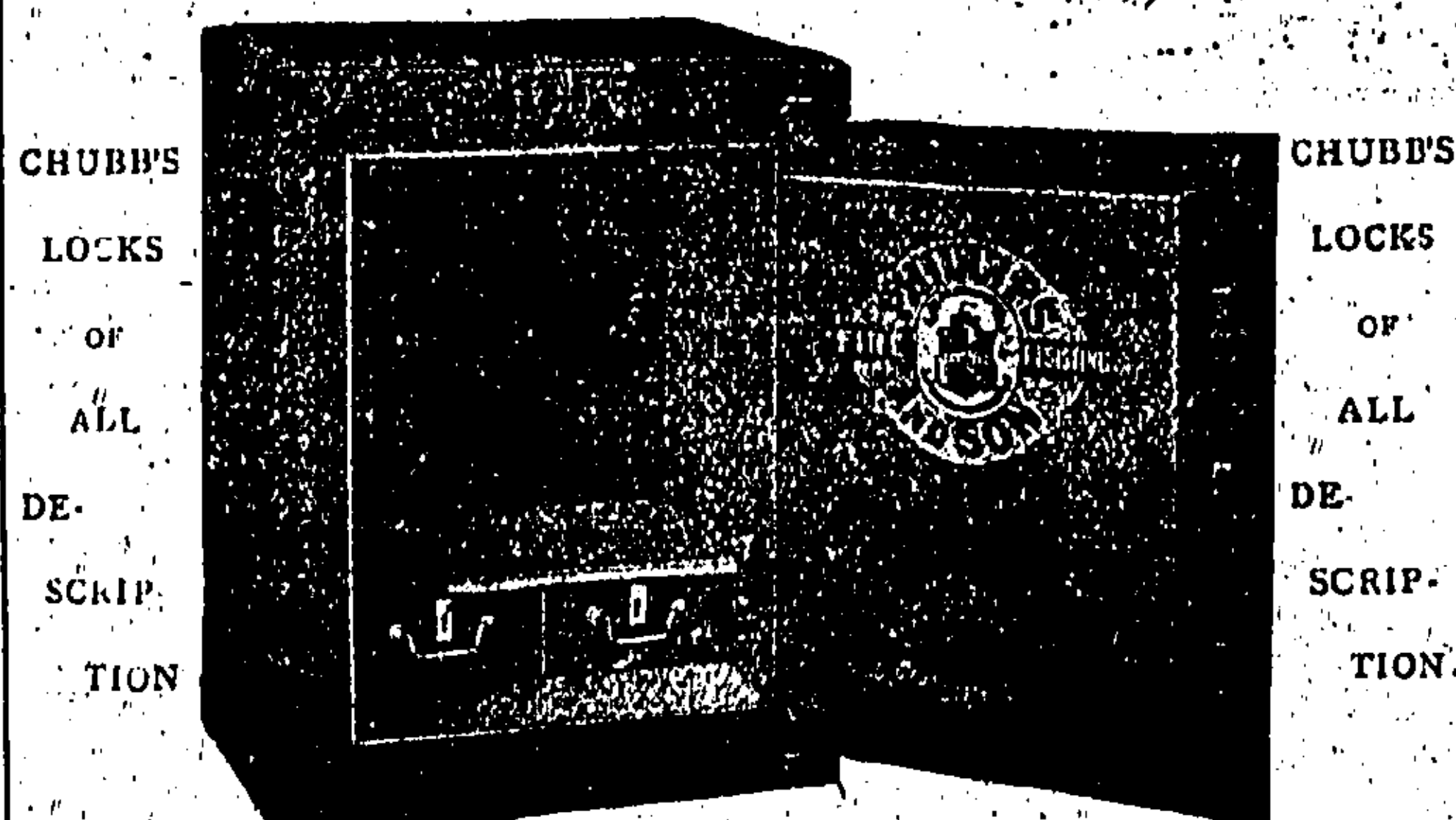
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STREAMERS TO SAIL ON REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES Capt. R. A. Peters About 2nd June Freight and Passage.
SHANGHAI, MOJI, KOBE Capt. G. D. Goldsmith, R.N.R. 3rd June Freight and Passage.
SHANGHAI DEVAHIA Capt. W. Hayward, R.N.R. About 10th June Freight and Passage.
LONDON, &c., via usual Ports Capt. G. W. Gordon, R.N.R. Noon, 12th June See Special Advertisement.
For Further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 29th May, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR
CHUBB'S & PHILLIPS
PATENT BURGLAR AND FIRE RESISTING SAFES.



STEEL CASH, DEED AND DESPATCH BOXES.
LANE, CRAWFORD & CO. [20]

AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.
Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
Hongkong, 15th April, 1909. [19]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1909. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PRAX, near the TRAM TERMINUS Tel. 55.

For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1909. [27]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,363 Tons, "KINSHAN" 1,991 Tons, "HONGSHAN" 1,991 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SU-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,588 Tons, and "NANNING" 1,588 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 6th June, S.S. "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. Departure from Macao 4 P.M.
Fares: Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS (FIRST FLOOR),
opposite the Indo-China Pier. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [16]

For

LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT CUISINE.

STAY AT THE

GRAND CARLTON HOTEL.

Hongkong, 25th May, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of:
L. GAMEAU, N. BLUMENTHAL,
Proprietor, Manager.
Telephone, 170. Telegrams "Astor." [14]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isecke	SATURDAY, 29th May, at 10 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	About THURSDAY, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isecke	FRIDAY, 18th June, at 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	"TOURANE"	Lancelotti	7th June, P.M.
MARSEILLES, via PORTS	"POLYNESIE"	Broc	8th June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"ARMAND BEHIC"	Guionnet	21st June, P.M.
MARSEILLES, via PORTS	"SYDNEY"	Rebuffat	22nd June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 25th May, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamonee.

For further particulars, please apply to the COMPANY'S OFFICE at Shamonee, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong, will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, 1, John Street, Bedford Row, W.C.1.
CALCUTTA, 19, Bealock Street.
SHANGHAI, 166, Nanking Road.
Hongkong, 4th March 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up, when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1900.

To Let.

TO LET.

ROOMS suitable for Offices in No. 10, 10A HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 13th May, 1900.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1900.

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1900.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & CO.,

Princes Buildings.

Hongkong, 25th March, 1900.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDING, No. 16, DES VEXUS ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VEXUS ROAD CENTRAL 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th April, 1900.

TO LET.

TWO AIRY ROOMS in a house on BELILTON TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1900.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VEXUS ROAD Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. SASSOON & CO.

Queen's Road Central.

Hongkong, 24th February, 1900.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine—Pet Bot. \$2.50

V.O.C.B. Guaranteed 20 Years

Old—5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1900.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHING.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 10th September, 1900.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGER'S
FOOD

NEW SONG OF THE SHIRT.

DRAPE LIFE STORY OF A SEAMSTRESS.

PITIFUL TALE.

In the dock at Westminster Police-court stood a pallid, weak-eyed woman—a drab picture of misery. The bright spring sunshine as it played about her only emphasised the meanness of her garb, and the utter hopelessness of her heart. She could not frame coherent sentence in defence of the terrible crime she had committed.

"Please may the missionary say a word for me?" was her trembling plea, and she folded her labour-seamed hands on the dock-rail, and stood with bowed head as the tears fell.

A river policeman, hot in his thick pea-jacket—a giant of a man, with a soft voice and great strong hands—told the magistrate of the enormity of this poor woman's sin against suicide. Elizabeth O'Brien was her name—a weak little woman if ever there was one, with apparently no more pluck than a mouse. But the other evening she clambered on the parapet of Lambeth-bridge, and throwing out her hands plunged straight into the river. Down she went. She came up once—under the prow of the police-boat, whence she was hauled aboard, and life pumped into her once again. As soon as she could speak and look round she said with a shiver that she had hoped to open her eyes again either in heaven or the other place; she didn't care. Anywhere but London.

"My trouble was more than I could bear," she said. "And I jumped off the bridge to end it."

She was arrested and taken to the prison infirmary, where she told the lady who looked after her the tragedy of the last six months of her life. She had lost her husband; she had been ill and worn out; after much trouble she had obtained work at Dolan and Co.'s, the police and army contractors of Bond-st., Vauxhall. Though tailoring is done there, the Bond-st. of Vauxhall is not exactly the Bond-st. of London, W. At Dolan's they work long hours for a bare livelihood at the exacting business of "finishing" policemen's trousers, soldiers' uniforms, and the like.

WHAT A TAILOR'S EARNINGS.

"I found," said the court missionary, "that recently she has been working as a tailoress there." Her average week has been 10½ hours a day; and for that she has been receiving something less than a shilling a day. Miss Dolan herself admit that lately her earnings have not been more than 2s., 3s., or 4s. a week; but that she could make 6s. a week if she were putting in full time. She has one son in the army, and he has been allowing her 2s. and sometimes 2s. 6d. a week. In the district in which she lives she bears the character of being a hard-working, industrious woman. Speech poverty has been the cause of all the trouble.

Her sister, this and woe, in the genteel garb of poverty's Sunday frock—a black stuff gown, shrouded all over with sparkling beads and topped with a faded bonnet to match—said that Elizabeth's work had been the finishing of policemen's trousers. It took her four hours to finish a pair of these, and when the work was done she received 1½d. per pair.

"What do you earn a week?" asked the magistrate.

"My husband keeps me, sir, and I have been helping my sister a little."

STARVATION WAGES.

Mr. Horace Smith: "What she earns is very little. It is obvious that it means starvation really, unless you help."

"I have helped her all I could, sir!"

"No doubt you have—it is very sad," said Mr. Horace Smith. Then, turning to the pathetic figure in the dock, he said, "You will be discharged, my good woman; and no doubt the missionary will be able to help you."

Elizabeth O'Brien was taken into the missionary's room, where she was treated very kindly, and told that a small room had already been taken for her, and that more lucrative work would not doubt be discovered for her.

She was still weak and ill, and died as her sudden release, for she had expected dreadful penalties—instead of which she was offered lunch. This consisted of a thick brown loaf stamped with the figure 8 and cut in half, with a wad of meat plastered in between the sections. Most excellent fare for a starving navvy; the trembling seamstress could not touch it—and no wonder.

She told a Morning Leader representative some further facts of her work at Dolan's. Her last week's work had been when she finished 23 pairs of police trousers and received 6½d. for them.

"TERRITORIAL" TROUSERS.

Another class of sewing she did was to fix boot-straps at the bottoms of "Territorial" trousers. Payment, one farthing per pair. This meant sewing three sides of a square, through the leather four times.

"And I owe the firm 1s. 4d. for dead horse work," she added. "Dead horse" work was explained thus: If a woman has not earned enough during the week to satisfy the inspector when he comes round, she is paid certain small sums in advance, "to make it look that she has earned more, and so satisfy the inspector." Of course, she has to make it up afterwards. That is what and why it is called "dead horse."

Messrs. Dolan's courteously explained their point of view to the Leader representative who called on them later in the day. The forewoman said that Mrs. O'Brien was a good, careful seamstress, though not a rapid worker. In full work she could earn much more than she said, but recently work had been very slack, and the woman naturally suffered the consequences. It took about two hours to finish a pair of policeman's trousers. As for the "dead horse" payment, that was done solely for the benefit of the work people and not to "blind" the visiting inspectors. If the work people had a slack week, the money was advanced and made up the following week by extra work.

NOT UP TO HER WORK.

Mrs. O'Brien had been ill lately, and not up to doing good work.

"Why," added the forewoman, "it's extraordinary how some of the women treat this work. Sometimes a woman to whom a shilling means absolute wealth sits with the work in her lap staring into vacancy and thinking of nothing—not doing a stroke! I actually have to bully 'em sometimes, and tell 'em to get on with it!"

It came to imagine, under these circumstances, what sort of "nothing" these poor women are thinking of when they sit with idle hands over their work. Tom Hood's "Song to the Shirt" is as real and true to-day as it was when he wrote it (immortalising himself and the Elizabeth O'Briens of all ages).

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and 10M below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and 10M below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

11. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

111. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. 111. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tin Kol.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light-houses.

F. G. FROST, Observer.

Intimations.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CR SHED STRAWBERRY
CELESTINE BLUE
BRONZE GREEN
and
ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE POLO SCOTCH LACE
YARDS LONG

At 5.00 per pair

is strongly recommended as a strong and inexpensive good washing curtain in white only.

We also stock these Curtains at 0.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.60 in white and color and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Filled and Bordered, Madras in white and color

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN SPOT BOOK MUSLINS

and EMBROIDERED SWISS.

POWELL'S ALEXANDRA BUILDINGS.

and 28, Queen's Road.

Hongkong, 31st May, 1909.

For Sale.

FOR SALE.

N^O. 3 POLICE LAUNCH, built of teak-wood and yacal, 1903. Length B.P. 70 feet, breadth 13 feet, depth 8 feet. Engines, compound surface condensing with cylinders 5" and 6" diam. x 12 stroke. Boiler, cylindrical multitubular, return tube type, 7 feet diam x 8 feet long x 12 lbs. W.P. Accommodation for 2 Europeans forward and 13 natives all. Launch to be sold complete with all appurtenances, including dinghy, anchors, chains, &c. Offers should be sent to the Captain Superintendent of Police. Hongkong, 25th May, 1909. [440]

FOR SALE.

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL, Also
BEST AMERICAN
SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS, at
10 Cents each.
Apply to—
GRACE & CO.,
No. 27, Des Voeux Road.
Hongkong, 13th May, 1909. [359]

FOR SALE.

"ADLER"
TYPEWRITERS
THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND
Rent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

38-35, Des Voeux Road, Central, Hongkong.

THE DRAPERY EMPORIUM,

1, Lyndhurst Terrace.
ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLES
OR
CLOTHING, FANCY GOODS
and TOYS
AT
VERY NORMAL RATES.

READY FOR SALE,
The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hut Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, RAINCOATS, SHIRTINGS, ALPACCAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application. Best attention to all Orders. Hongkong, 16th April, 1909. [346]

AUDITING AT LLOYD'S.

EVERY UNDERWRITER TO SUBMIT HIS ACCOUNTS.

The committee of Lloyd's decided toward the close of last year that in the public interest it was advisable that every underwriter should voluntarily submit his accounts to an independent audit, writes a correspondent. The proposal was generally accepted, and I understand that out of a membership of nearly 700 over 90 per cent. have successfully passed the audit. It is expected that a number of other names will be added in a few days, but some firms of known strength still refuse to acknowledge any need for publicity. The examination of the accounts which has just closed was taken on the results of 1904, 1905, and 1906, and it is said that the total funds certified by the accountants as held by the members amount to nearly £8,000,000. As matters stand at present every member under writing marine risks has to deposit with the Committee a minimum sum of £5,000 in securities as a fund which in the event of failure can be drawn upon to liquidate liabilities, but in all other classes of insurance transacted at Lloyd's, including fire risks, the principle of an official deposit does not apply. There is, however, a system of private guarantees which must be equal to the underwriters' premium income for the previous year. In common with nearly every other branch of commercial work the profession of underwriting has in recent years been passing through a period of depression, and since the security of a Lloyd's policy has always been regarded as absolute in all business transactions the audit test is regarded as very satisfactory.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their freight circular of 29th May:—

The freight market has shown no improvement since our last report dated 15th instant. Fixtures have not been so numerous as hitherto, and rates all round point to a downward tendency.

The Saigon to Hongkong market which showed signs of improvement a fortnight ago has practically collapsed. From the list of fixtures overleaf it will be seen that only two liners have been settled, both at miserable rates.

Three boats have been fixed from Saigon to Philippines at various rates. There are no further orders to report.

Saigon to Java: The orders placed on this market when we last wrote, have been executed elsewhere at rates which can hardly show a profit.

The same remark applies to the inquiries for tonnage from Saigon to Japan. Charterers meeting with no response here were successful in obtaining three Japanese vessels at rates averaging 18 sen per picul to Yokohama, and 21 sen to Niigata.

Telegraphic advices from the North indicate a dull market there with but few inquiries. There are no Yangtze settlements to report, and only two steamers have been fixed from Newchwang to Canton at 30 and 28 cents for part cargoes.

The demand for tonnage for coal freights from Japan continues at rates running from \$3.00 to \$3.15 from Moji to Hongkong, and \$2.50 to \$2.60 to Canton. Charterers who have had their offers refused by owners at Home at the former rates have met with no difficulty in getting them accepted by Japanese owners at \$2.00.

The following coal fixtures are also reported: From Hongkong to Canton at \$1.75, from Kuchino to Hongkong \$2.15, from Hongkong to Palo Brani and Penang \$3.75.

Time charter. The *Amigo* has again been fixed for a further period of 1 month option 1 month at \$3,000 for the cargo trade.

Sail Tonnage Loading on to Load:—For Baltimore and New York:—Brit. bark *Aldis*, 2,941 tons net reg., arrived May 2nd.

Sail Tonnage Disengaged:—None.

Departure of Sailers:—None.

HER FACE HAD THE PALLOF DEATH.

MRS. JOSEPH'S TRIALS. WHAT THEY WERE, AND HOW THEY WERE OVERCOME BY Dr. Williams' Pink Pills.

Much needless suffering would be saved if every woman in the Far East realized how speedily and effectively Dr. Williams' Pink Pills cure the various ailments peculiar to their sex.

Take, for example, the case of Mrs. D. N. Joseph, of Bombay. Cured by Dr. Williams' Pink Pills. "About 18 years ago," he remarked, "my wife became very irregular in health. She suffered from violent headaches, her face was deathly pale and dark rings appeared under the eyes. Although she had a good appetite previously, at this time the mere suggestion of food was distasteful to her, as the slightest morsel she ate caused intense pain in the chest and back.

"She went to the hospital and also consulted a local medical man, but although she took their medicines regularly she derived no benefit whatever. She gradually grew worse until at last she became so thin and weak that she would faint away at any time without warning. In time she dare not venture out of doors for fear of falling through attacks of dizziness and exhaustion.

"My chemist recommended me to give my wife a course of Dr. Williams' Pink Pills for Pale People, saying that he knew many ladies who had been cured by them. So I bought a bottle of the pills and my wife began taking them. After a short time there was a change for the better; she became brighter and a little color showed in her cheeks. I purchased more of the pills and she persevered with them; soon the headaches disappeared and she regained her appetite; she could now eat her meals without afterwards suffering the agonies of indigestion, and began to put on the flesh she had lost. Eventually all traces of 'Anemia' and her other troubles disappeared. She is now well and strong and I am very thankful for the great good that Dr. Williams' Pink Pills for Pale People have done my wife."

Transformed from constant suffering and misery to the full beauty of robust, cheerful, healthy womanhood, thousands of ladies tell gratefully that Dr. Williams' Pink Pills for Pale People cured them. These Pills are equally beneficial to men as to women, and are 'world-famous' as the great remedy for 'Anemia,' Indigestion, Liver Complaint, Rheumatism, Paralysis, Beri-Beri, Malaria, Debility, Early Decay, Eczema, and Skin Diseases. They are obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., 8 B. Kinkaid Road, Shanghai, who send 6 bottles for \$8.00 or 1 bottle for \$1.50 post free to any address.

Public Company

THE "STAR" FERRY CO., LTD.
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the ELEVENTH ANNUAL ORDINARY MEETING of this Company will be held at the Offices of The Hon. Sir Paul Chater, Kt., C.M.G., Victoria Buildings, 5, Queen's Road Central, on WEDNESDAY, 2nd June prox., at 12.15 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1909.

The REGISTER OF SHARES will be CLOSED ON WEDNESDAY, 26th inst. to WEDNESDAY, 2nd June prox., both days, inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 29th May, 1909. [453]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY,

the 2nd June, 1909, commencing at 11 A.M. to 12.30 P.M. and from 2.30 P.M. at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

SUNDRY VALUABLE HOUSEHOLD FURNITURE

Comprising:—

SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP WASHSTAND, MARBLE TOP BUREAU with BEVELLED GLASS, Double BRASS and IRON BEDSTEPS with WIRE and HAIR MATTRESSES, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E. P. WARE, &c., &c.

Also
One SEMI-GRAND PIANO by John Broadwood & Sons, London; One ENGLISH BILLIARD TABLE and ACCESSORIES by E. J. Riley, Ltd., Accrington; INDIAN CARPETS, a quantity of DRAWING INSTRUMENTS, One JAPANESE CARVED CABINET.

AND
One SMITH PREMIER'S No. 4 TYPE WRITER.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 29th May, 1909. [447]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY,

the 5th June, 1909, at 2.30 P.M. at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—
FINE HAND-PAINTED JAPANESE VASES and PLATES, GOLD PHOTO FIGURES, CARVED IVORY FIGURES, CARVED BRASS BOWLS, VASES and BUDDHAS, SILK EMBROIDERED and CUT VELVET WALL HANGINGS, SCREENS, FINE PAINTED SATSUMA BOWLS, VASES and PLATES, IMARI, ARITA and MAKUDZU VASES and TEA SETS, MOTHER OF PEARL, INLAID SCREENS, FANES, PROSKIN BAGS, KAGA and WAGAYA TEA SETS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 29th May, 1909. [456]

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 20s. each. Illustrated catalogue of latest model Blk. Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Manchester, London, E.C. 4, England. [688]

Intimations.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VOEUX ROAD CENTRAL (late occupied by Madame Jay).
Hongkong, 29th April, 1909. [376]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE COMPOSITION REB. HAND BRAND, HARTMANN'S GREY PAINT DAILERS' PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
"REASONABLE PRICE".
Hongkong, 29th May, 1909.

Consignees.

NOTICE TO CONSIGNEES.

THE P & O. S. N. Co.'s Steamer
"DELHI,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *China*.
From Calcutta, ex S.S. *Borneo*.
From Persian Gulf, ex S.S. *India* and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 2nd June, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 26th May, 1909. [44]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 13th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 29th May, 1909. [456]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of June, at 9.30 A.M.

All claims must reach us before the 8th of June, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.
Hongkong, 29th May 1909. [44]

Consignees.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.
FROM HAMBURG, ANTWERP, MIDDELSBRO, LONDON AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd inst., at 8 A.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 24th May, 1909. [438]

S.S. "SYDNEY"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Medoa*, from Havre ex S.S. *Medoa*, and from Bordeaux ex S.S. *Ville de Lorient* and *Ville de Constantin*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasures are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent to us on or before the 1st June, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.
Hongkong, 25th May, 1909. [44]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th May, 1909. [444]

FROM EUROPE

THE H. A. L. Steamship

"ISTRIA"

Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 28th May, 1909. [453]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cash and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PATCH, or old RAYGONES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Wm. P. & Co., 2nd April, 1909. [19]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

Hong Kong, 17th March, 1909. [38]

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Or for business communications should be addressed to The Manager, 1, The House Road.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$6 per annum.
WEEKLY—\$18 per annum.

The rules for quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The paper is sent weekly free to any part of the world by 80 cents per quarter.
Single Copies, 10 cents. Weekly, twenty-five cents (for cash only).

BIRTHS.
On April 16, 1909, at Chengtu, to Mr. and Mrs. W. W. Ritchie, a daughter (EILEEN CAMERON).
On May 25, 1909, at Shanghai, the wife of PETER THOMAS, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 31, 1909.

JAPAN'S ASPIRATIONS IN CHINA.

A remarkable article from the pen of Mr. Adachi Kinnosuke, the editor of *The Furusato*, appears in a recent number of *The World's Work*. For its very outspokenness the article is noteworthy because it affords some indication of the aims and aspirations of Japan, and submits a plea in justification of her attitude vis-à-vis China. The writer holds that China must be treated by Japan as the future home of the latter's surplus population. "At the close of the Russo-Japanese war," says the writer, Baron Komura went from Portsmouth almost directly to Peking. He tried to make clear to our Chinese friends the following facts: The total area of Japan is less than 365,000 square miles, including Formosa, of which about 26 per cent. is arable. Upon this, we are maintaining, or trying to maintain, 55,000,000 people. The area of Manchuria

is 365,610 square miles, over 50 per cent. of which is arable, and Manchuria maintaining not much more than 15,000,000 people. In other words, we are trying to support about four times the population of Manchuria on about one-seventh the arable area of Manchuria. Therefore, what we asked of China was to allow some of our people to go over to Manchuria, develop her resources, raise food-stuffs for themselves as well as for some of the starving people at home. This didn't commend itself to our Chinese friends. "If we were to let you colonize Manchuria, there would be no more Manchuria; but a Manchurian Province of Japan," they said to us—with, let us admit, a great deal of practical sense. To which this simple answer—somewhat blunt, with the bluntness of elemental truth: In the days when we used to support a family of five on five dollars a month—and with comfort, let us add—we could support 40,000,000 on our islands. But to-day we find it impossible to maintain 55,000,000 people on about 25,500 square miles of arable area. If you do not allow our people to colonize Manchuria peacefully, there is only one thing for us to do: to enter it anyhow. Surely you see that we must choose between the two things: either die a slowly death in righteous starvation or expand into the neighbour's backyard. And we regret to say that Japan is not that much of a saint. Moreover, in spite of all this delicate situation, we wish to live at peace with our neighbours. We have to. Not only that, we cannot afford to have our Chinese friends fight amongst themselves. Why? For the simple and deadly reason that a civil war in China would wreck our greatest market. In other words China is nothing more or less than a province of Japan. Proceeding to discuss Japan's policy at Peking, the Editor of *The Far East* remarks: "Japan wishes to say to the Foreign Office at Peking: Now, gentlemen, listen! Do you intend to clear house peacefully? If so, we are with you. If, however, war be your programme—and it matters not whether it be a civil war or a second edition of the Boxer trouble—war means the destruction of our greatest market. That, gentlemen, is the one unforgivable sin in our political creed. British and American interests, too, will be affected as well as ours—perhaps you have heard of our understanding with the two English-speaking people? But—but if, in spite of it all, you wish to fight, why, fight, gentlemen, but always remember that you may have to meet the combined opposition of the three great Powers, America, Britain, and Japan. And we think that this combination is big enough to sober anyone—yes, China. A combination backed thus by the armed might of three Powers if only Japan succeed in bringing it about—will give her the honour of laying a corner-stone in the great temple of universal peace." In other words Japan is to make use of Great Britain and America in order to further her own designs on China. In dealing with the trade prospects from Japan's point of view the writer ridicules the view that Japan seeks to erect a wall against the importation of goods from other countries or that she can supply all the needs of the Chinese. He argues that a student of the Eastern market will say that in such matters as cotton, sheetings, the Chinese have had their demands filled. We could only fill their ever-increasing demands over and above the home supply. And so there is not a whit too much field, after all, for the trade-hunger of Britain, America, Germany, and Japan. True, but this also is true; the Chinese trade that is worth the name is not in supplying the Chinaman's need in those things which he had for ages past—it is in supplying the demands of his newly created and civilized appetite. For example, the classic Chinese has never had matches. Her contact with the new civilization puts in her heart a longing for this article of convenience. We shall say that 400,000,000 Chinese will burn one box of matches each per month (pray observe the modesty of these figures); thus, in a year the Chinese would ask for 4,800,000,000 boxes of matches. Again, the Chinaman's leisurely philosophy saw for nearly five thousand years no need for a timepiece. Now he has a hunger for watches. "In Hankow," so a friend of mine who had come from there told me, "the chief attractions of the streets are the gilt watchchains and cut-off pig-tails." We shall say, then, that out of 400,000,000 Chinese there will be soon some 20,000,000 of men who will feel this hunger for a watch. And so, if we sold every watch we could cover only a fraction of a per cent. of these 20,000,000 watches the Chinese want, leaving plenty of room for American and Swiss factories. Continuing to point his argument the writer holds that the events since the Russo-Japanese war have made it clear that Japan intends to make, and in large measure has succeeded in making, herself thoroughly at home in Korea. Korea is under Japanese dominance in a very much greater measure and deeper sense than Manchuria has ever been and can very well be. Have we ousted American trade from Korea? he asks. In 1906, we began to carry out our programme more effectively in Korea, and in that very year America sold to Korea goods

valued at \$1,278,755. In 1907, the Japanese influence in Korea became much stronger than in the previous year. Did the American trade decrease? Here is the figure: America sold to Korea, in that year, goods valued at \$1,647,780. "He contends that the Asian market is big enough for three of us, America, Britain, and Japan; and that the very salvation of Japan depends on just such a triple understanding. And also this: That there, on the Pacific, where the East meets the West, should be laid the foundation for the world's peace. No doubt, it is a very excellent argument from Japan's point of view, especially as she is to benefit by the co-operation of Great Britain and America. But we fancy few British or American traders in the trend will see eye to eye with Mr. Kinnosuke.

LOCAL AND GENERAL.

THE Japanese Imperial House has received a beautiful photograph album from His Majesty the Emperor Francis Joseph of Austria.

THE Ministry of Agriculture, Industry and Commerce has presented a memorial to the Throne on the subject of infestation in China.

SORAN SINGH, an Indian watchman, in the employ of the Shipyard, had to pay a fine of \$10 in the Police Court to-day, for going to sleep while on duty last night.

TWO men, Martin Butzberg and I Falon Khaya, stowaways, arriving here on board the steamer *Tona Maru* yesterday from Shanghai, were fined \$15 apiece in the Police Court to-day.

A STRIKE of dhobies is in progress at Barrack-pore, where the Municipality has levied a license-fee of one rupee per month on every dhobi, payment of six months' fees to be made in advance.

THE Hazara forests in India fared very badly last year in the matter of fires, nearly 24,000 acres having been burnt. Incendiarism seems to have been freely indulged in by the villagers with the main object of getting a good grass crop.

THE Chinese Engineering and Mining Co., Ltd., kindly inform us that the total output of the Company's three mines for the week ending May 15, 1909, amounted to 32,930.36 tons, and the sales during that period to 27,755.69 tons.

THE Prince Reince-Regent severely reprimanded the Waiwupu recently for negligence in the reception of the Special Ambassadors and Envoys who attended the late Emperor's funeral, thereby reflecting discredit on the State. The President of that Ministry acknowledged their incompetence and fortunately escaped further penalty.

THE Yenchuanpu in reporting on the suggestion made by the Governor of Shanghai and a Censor, that charges for transporting coal should be reduced, considers that the duties on coal are too heavy and numerous and that they consequently interfere with its free transportation. The Ministry further advises that these duties be greatly remitted or reduced.

A VERY sad drowning fatality occurred in Hankow during the latter part of last week. While the launch of the Japanese cruiser *Asahi* was bringing some officers from the shore and as she came alongside the vessel, the assistant pay-master of the ship made a spring for the ladder but mistimed his footing and fell into the river. He was not seen to rise again and the body has not been recovered.

JEALOUSY prompted a shocking case of murder and suicide at Sijon, on May 4. A Malay, who, at one time, was care-taker of the race-course there, grew suspicious of a native woman living with him, and attacked her with a chopper. Her mother witnessed the deed without being able to give the least help. The murderer then gave himself a mortal wound with the chopper, and died in hospital.

THE Anti-Opium Commissioners in Peking, Prince Kuang and Grand Councilor Lu Chuan-shan, attribute the laxity of the anti-opium campaign in the provinces to the negligence of the high officials, twelve of whom have been proved to be addicted to opium smoking; and the Commissioners have not made up their minds whether to summon these opium victims to the capital to be examined or to compel their resignation from office.

SOME cyclists in Singapore are a terrible nuisance. But there are others! The youths of Bangkok are now taking to the habit of attaching to their bikes all sorts of hooters, alarms and foghorns, calculated to strike terror into pedestrians, especially old women and children. They glide silently on, and then the unearthly noise which they jerk out of the instrument very often causes ladies to scream with fright thinking that some ponderous motor is upon them.

HONGKONG UNIVERSITY.

CHINESE SUBSCRIPTIONS.

Already acknowledged.....	\$144,550
Ho Tang.....	10,000
Lo Cho-han.....	1,000
Kwong Seng-on.....	500
Lupa Vick.....	500
Chan Wing Fo and Brother.....	500
Wong Wing-shin.....	500
Siu Yuen-lai.....	500
Tan Ter-koo.....	500
Chab King-wan.....	500
Tai Yuen.....	300
Mok Yen-lim.....	250
Leung Mok-lai.....	200
Total.....	\$159,550

The "Nanshan" Tragedy.

EVENTFUL VOYAGE AT SEA.

STORY OF THE DREADFUL CALAMITY.

At a late hour on Saturday afternoon the news of the terrible calamity which occurred on board the U. S. collier *Nanshan* while on the high seas, in which five men (two American officers and three of the Filipino crew) lost their lives, reached us; but at the time definite particulars, as we stated in our last issue, could not be procured in time to serve to our readers. Since then, however, *Telegraph* representatives have been made acquainted with the narrative, which so startled this Colony. The adventure of the *Nanshan*, as will be seen, was one of the most sensational that a vessel sailing in these waters has ever encountered. That the tragedy threw a pall over the ship's crew, who held the deceased men in high esteem, can only be left to the imagination.

The *Nanshan*, a vessel of 1,517 tons, commanded by Captain Carter, left Cavite harbour on Wednesday last for this port. She carried a large cargo of coal, paint and naphtha. Less than thirty-six hours after the collier had left her last port she met with extremely bad weather, which did some damage to the craft. Here started the first item in what was to be her adventurous programme. The *Nanshan* was buffeted about mercilessly by the elements, which seemed to have gone mad. As a matter of fact, she was pitched about like a lost cork. She shipped, as she rolled and tossed about, heavy seas, which were running mountains high, and this tended to send her cargo adrift. Another strong sea carried in her bulkheads.

It was soon discovered that the paint locker was awash, and that a number of lines by coming into collision with the sides of the ship, had been smashed. But was it known that in that little time a certain gas had gathered? The weather some hours later abated a trifle, nothing much to speak of, and steps were taken to re-arrange things in the paint locker—the death hole. One thing which had also to be done was to bail the water from the locker, and this was being done by the crew. What happened while this was being done is rather vague, naturally through the excitement. It could not be stated definitely which of the officers entered the locker first, or whether the latter accompanied the Filipinos when the death hole was entered. It is known, however, that Captain Carter proceeded below to investigate, and was suddenly overcome by the deadly fumes. He was last heard shouting, "Where are you Rapp?"

The next person to enter the locker was the boatswain, whose name is given as Tomas Cruz. He also was attacked by the fumes, but he succeeded in crawling up the ladder, to the deck, and there he told, on his recovery, of the awful sight he witnessed below. This he told to Mr. Sanderson, the third officer, who was on watch on the bridge.

The boatswain presented a most distressing picture after struggling to the deck. He was covered all over with a black mixture, believed to be coal tar, and from the way he was cackling for his breath showed the narrow escape he had had. He stated that the captain, the chief officer (Mr. Larkin) and Mr. Rapp (the second) and three Filipinos were dead below. In a moment everything was being done to rescue the unfortunate men, and it is through the prompt action taken by those on board that the ship's life was saved.

At about 3.45 p.m., several seconds after the startling report was made by the boatswain, a lamp was lowered into the death trap, and there, lying awash in the water, were the bodies of six men—all of one colour black, and beyond recognition. This set everything on the move. A wind funnel was erected to clear the fumes away, but still it was a dangerous matter for another person to proceed into the locker to reach the bodies.

Two hours later a volunteer came forward and signified his intention of going below to get the bodies. This man was Tomas Cruz. He was lowered into the hold with a bow-line. The brave man was provided with another rope, with which to get the bodies up. He succeeded in getting to the deck a Filipino, who, although brought up alive, succumbed shortly afterwards. The boatswain himself was feeling a bit "seedy" from the effects, but after a rest he went to work again. The volunteer was lowered into the hold several times, until finally the last body was removed. Artificial respiration was resorted to, but it only had effect on Captain Carter. The rest were too far gone.

The dead are:—
Mr. W. Larkin, chief officer, of Boston.
Mr. H. O. Rapp, second officer, of Philadelphia, and—
Three Filipinos, whose names we could not obtain.

Captain Carter is being treated on board the *Nanshan* by the doctor of the U. S. S. *Helm*. He is doing well.

It might here be stated that while the rescue work was being done, the *Nanshan* was "hove to" and at its completion Mr. Sanderson (the third officer) took charge of the vessel and brought her safely to Hongkong, arriving here on Saturday forenoon. It was a very impressive ceremony that took place at Happy Valley yesterday morning, when the funeral of the five men took place. The officers were interred at the Colonial Cemetery, while the Filipinos were laid to rest in the Roman Catholic burial ground. A detachment from the U. S. S. *Helm* under Capt. W. W. Buchanan and Lieut. W. Friedland, also Mr. C. F. Bogman, Chief Engineer, Mr. A. E. Dayo, First Assistant Engineer, Mr. W. Hutchins, Second Assistant Engineer and the crew from the s.s. *Nanshan* were present.

An innovation which will prove of considerable value is being carried out by the Shanghai Municipal Police. Sentry boxes equipped with electric light and telephones, from where a constable could secure assistance in case of trouble, without leaving his post, are to be erected in various parts of the Settlement. The first of these has just been erected at the corner of Peking and Shause Roads.

THE "STAR" FERRY COMPANY, LIMITED.

The report for presentation to shareholders at the eleventh ordinary annual meeting to be held on Wednesday, is as follows:—

The directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the year ending 30th April, 1909.

ACCOUNTS.
The net earnings of the boats, after paying all working expenses and providing for a loss of \$9,345.57 on subsidiary coils, amounted to \$38,563.58 as against \$35,544.38 the previous year.

The amount at credit of profit and loss account, after paying for repairs and piling \$7,350.00 to credit of Insurance fund, is \$28,121.43 which, with the approval of shareholders, it is proposed to appropriate as follows:—

Dividend of 10 per cent.....	\$15,000.00
Write off boats.....	10,000.00
Carry forward to new account	3,121.43
Total.....	\$28,121.43

DIRECTORS.

In accordance with the Articles of Association the Hon. Mr. W. J. Gresson retires, but offers himself for re-election. The Hon. Mr. H. Keewick and Mr. G. Friesland resigned on leaving the colony and the Hon. Mr. W. J. Gresson and Mr. E. Shellin were invited in their stead. These appointments require confirmation.

AUDITOR.
Mr. W. H. Potts has audited the accounts now presented and offers himself for re-election.

C. P. CHATER, Chairman.

Hongkong, 28th May, 1909.

BALANCE SHEET, 30TH APRIL, 1909.

Liabilities.	
To Capital.....	10,000
shares @ \$10 each	
fully paid up	\$100,000.00
To 10,000 shares @ \$10	
each \$5 paid up	50,000.00
Total.....	\$150,000.00

To reserve fund.....	65,000.00
To insurance fund.....	48,980.89
To unclaimed dividends	839.00
To account payable.....	2,169.88
To balance of Profit and Loss	28,121.43
Total.....	\$150,000.00

Assets.

By value of boats, at per last account.....	\$147,000.00
By accounts receivable	2,314.49
By Hongkong & Shanghai Banking Corporation	42,956.91
By Hongkong & Shanghai Banking Corporation No. 2 account.....	839.00
By Hongkong and Kowloon Wharf & Godown Company Limited	102,600.00
Total.....	\$150,000.00

PROFIT AND LOSS ACCOUNT.

To ordinary repairs and alterations	\$9,957.35
To insurance fund	7,350.00
To direct and audit's fees	1,000.00
To balance.....	28,121.43
Total.....	\$46,528.88
By balance from last account.....	\$93.53
By net earnings of boats.....	38,563.58
By interest	7,583.58
By scrippies	43.00
By unclaimed dividends forfeited.....	240.00
Total.....	\$46,528.88

INSURANCE FUND.

To repairs to <i>Morning Star</i> damaged in July typhoon	\$1,590.48
To balance forwarded	48,980.89
Total.....	\$50,571.37
By balance from last account	\$47,231.17
By profit and loss account	7,350.00
Total.....	\$54,581.17

ATTACKED BY A TIGER.

INDIAN SURVEYORS SPEND EXCITING NIGHT.

Particulars are published of the adventures of a party of surveyors connected with the Survey of India in the Lushai Hills adjoining Cachar, Simla, who were attacked by a tiger. The tiger had been prowling about the camp for some time and one night seized a khalsai who was washing cooking-pots in a stream not twenty yards from the rest of the party. A tinned named Nandu pluckily rushed in and tried to beat off the tiger with a stick, but not until the rest of the party came up did the tiger drop the man and disappear. It returned a few minutes later and seized Nandu but was again beaten off only to return presently and seize a third khalsai. This third attempt to provide itself with a meal was frustrated like the others. The party spent the rest of the night shooting and surrounded by fires and at daybreak moved to a Lushai village carrying two of the injured men, but leaving all else behind them. Mr. Williams shortly afterwards turned up, having heard of the straits the party were in, and did what he could for the injured men, one of whom died shortly afterwards. Armed Lushais were then sent to the camp where they found the tents, bedding, blankets and bags of rice torn and dragged about and a slight place table bearing marks of the tiger's fangs. Colonel Long mentions the name of surveyor Amar Singh who kept his men together and prevented them from leaving the wounded men, also that of Nandu, the tinned, who is only slowly recovering from his injuries, for courage and good behaviour in connection with this affair.

The Japan Petroleum Company, of Negashiki, Niigata prefecture, has reduced the price of its oil by 5 ssp per case from the 15th instant.

CANTON DAY BY DAY.

THE SUNNING RAILWAY.
[From Our Own Correspondent.]

Canton, 28th May.
The celebration of the completion of the Sunning Railway will take place on the 3rd June and the Sunning Railway Company has engaged several flower-boats from Canton to be taken to Kowloon on the 1st June, where these vessels will be placed at the disposal of the guests who will come from Hongkong to Kowloon en route to Kung Yick Fau.

THE RECENT FLOODS.

The Wei-yuan sent by the Board of Re-organisation to the flooded districts along the West River for the purpose of distributing relief to the sufferers returned yesterday and reported to the Central Relief Committee that he had seen a number of dead bodies floating in the vicinity of Lo Pao Wai in Samshui district and asked the committee to at once send men to the spot to pick up the corpses and bury them.

The 7th party sent by the Central Relief Committee to the flooded districts on the 17th in tantre turned to Canton yesterday after distributing the three hundred bags of rice that they had brought with them on board the steam launch *To Fo*. This launch will again leave here to-morrow with further assistance.

On the 28th instant the Central Relief Committee despatched the 11th emissary with 60 bags of rice to the district of Kwong Ning.

ROBBER CHIEF WANTED.

Li Shai Kwei, a military officer of this city, since being reinstated and permitted to return to Canton, has been ordered by the Viceroy to hunt down the robber chief Luk Lan Ching. Li has been unable to effect the arrest of the bandit.

FLOOD DAMAGE.

A letter from the district of Samshui states that owing to the additional rains during the past week the embankment of Wing Lok Wai gave way for the second time to the extent of over one hundred *changs*, and that the whole district is now inundated. All paddy and mulberry plants have been considerably damaged.

An Imperial Decree was issued on the 27th instant appointing Wei Ching Tung, at present Provincial Judge at Canton, to be Kwangsi Provincial Treasurer to replace Yu Shing Kai permitted to resign. Chiu Pun Yin, at present Salt Commissioner at Anhui, has been appointed to be Kwangsi Provincial Judge to succeed Wei Ching Tung, transferred.

THE HANKOW TEA MARKET.

A FAIR INQUIRY.

Since the opening of the market on the 15th instant a fair inquiry has existed, but business cannot be said to be general, as so large a percentage of it is, for the time being, in the hands of two or three important Russian buyers. Attention has been almost entirely directed to teas from the Keemun and Oosha districts which afford good quality at comparatively reasonable prices. There is no stock whatever of these descriptions, for so soon as samples put upon the market they are at once snapped up, and little will come to him who waits. Excellent value has been obtained in the former of these teas at Tls. 5 and 5 1/2 per picul, roughly 15.2d per lb. (Tls. 5 cheaper than last year) and in the latter up to Tls. 36 per picul. Although several masters of Ningchow have been shown there is a reluctance to start an opening price, while the Ooshas are looked upon as a chance.

Shanams and other low grade Ooshas are in evidence, but fail to elicit any offers of a nature acceptable to would-be sellers. As these and similar teas are not worth more than 4d. to 4 1/2d. per lb. in London, or 9 to 10 cents in New York, and as the various Russian centres of distribution are said to be very heavily stocked, it would not seem reasonable to pay more than their equivalents in Hankow, say Tls. 10 and Tls. 12 per picul. There are also very heavy stocks in America. President Taft has recently stated that the Tariff bill to be placed in his hands by June 20 is "One worthy of signature." If it should provide for the imposition of a tax on tea of 8 or 10 cents per lb. it will certainly be considered worthy of signature by the holder of the abnormal excess of 6,000,000 lb. of Canton shipped to that country from China last year. If tea is to remain upon the "free list" they and all who have speculated will have cause to change their opinion. Anyhow it would be advisable to add to those stocks until it is definitely known whether the tax is "to be, or not to be."

Transactions comprise:
Keemun at Tls. 40 and 52 per picul.
(extra choice) Tls. 68 up.
Kiuhang Packs at Tls. 20 and 25 per picul.
Toogans " 18 " 21
Yanglowtoogs " 20 " 24
Ooshas " 20 " 30

As regards quality the Keemuns and Ooshas are, perhaps, slightly better in cup and infusion than last year, though not quite so attractive in leaf, which is accounted for the dry, hot weather immediately antecedent to the picking. But after all, though one may be taken in by, one does not drink "appearances" and once the water is on the leaf appearances do not count for much.

Tea-men admit to making profits of ten per cent. on both these descriptions, but when it is remembered that this result is only arrived at by the native after the inclusion of every conceivable and inconceivable charge on first cost, it is not hard to understand that there is a substantial reality in native profits quite foreign to foreign calculations. Throughout the length and breadth of Anhui and Hunan these satisfactory results are already known, and judging from the past and "old" custom tea men will make more tea this year than otherwise had been the case.

H. T. W. in N. C. D. News.

A COMET was observed at Mandalay on the night of April 22, at about 10 o'clock. It was in the direction of the East. The harness say is from a comet war, penitence and famine.

Shipping—Steamers.
CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

From Hongkong.	From Quebec.
"EMPEROR OF JAPAN"..... SATURDAY, JUNE 12TH.	ALLAN LINE..... FRIDAY, JULY 9TH.
"EMPEROR OF CHINA"..... SATURDAY, JULY 3RD.	"EMPEROR OF IRELAND"..... FRIDAY, JULY 30TH.
"MONTEAGLE"..... WEDNESDAY, JULY 14TH.	ALLAN LINE..... FRIDAY, AUG. 20TH.
"EMPEROR OF INDIA"..... SATURDAY, JULY 24TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government.

Through Passengers are allowed Stop-over privileges at the various ports of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port.....43.
Via New York.....45.

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J. W. GRADDOCK, General Manager, Agents,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

Proposed Sailings from Hongkong—Subject to Alteration.

Steamship	On
SINGAPORE and SOERABAYA..... TUESDAY, 1st June, Noon.	ONSANG
TIENTSIN, WEI HAI WEI and CANTON..... TUESDAY, 1st June, Noon.	CHONGSANG
SHANGHAI..... WEDNESDAY, 2nd June, Noon.	CHOYSANG
Kobe..... FRIDAY, 4th June, 4 P.M.	HINSANG
MANILA..... FRIDAY, 4th June, 4 P.M.	YUENSANG
SHANGHAI, YOKOHAMA, Kobe & MOI..... MONDAY, 7th June, Noon.	POKSANG
SINGAPORE, PENANG & CALCUTTA..... TUESDAY, 15th June, Noon.	KUTSANG

RETURN TOURS TO JAPAN (Occupying 24 Days).
The steamer "Kutang" leaves about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified doctor is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.
For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 29th May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI".....	30th May, Daylight.
MANILA	"KAIPOK".....	1st June, 3 P.M.
CEBU & ILOILO	"CHIEKI".....	1st June, 4 P.M.
WEI HAI WEI, CHEFOO & TIENTSIN	"CHIEKI".....	1st June, 4 P.M.
SHANGHAI	"CHIEKI".....	3rd June, Daylight.
MANILA	"LINAN".....	6th June, 3 P.M.
SHANGHAI	"YINGHONG".....	8th June, 4 P.M.
MANILA, ZAMBUANGA and USUAL	"CHANGSHA".....	15th June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTO".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Wusung.

Fares including wines—single \$40, return \$70.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 35.
Hongkong, 29th May, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.
All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAIRO	2540	R. Rodger	MANILA	SATURDAY, 5th June, at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 12th June, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS.
Hongkong, 29th May 1909.

Shipping—Steamers.
SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU.....	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU.....	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU.....	6,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU.....	6,000 "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU.....	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, SEATTLE & TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Swartie	6,332	Shotton	3rd June 1909
Oceanic	4,657	F. W. Davies	1st July
Kamuro	6,232	F. Mathew	29th July
Aymere	4,393	J. Lloyd	26th Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Agents' Building,
Hongkong, 29th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

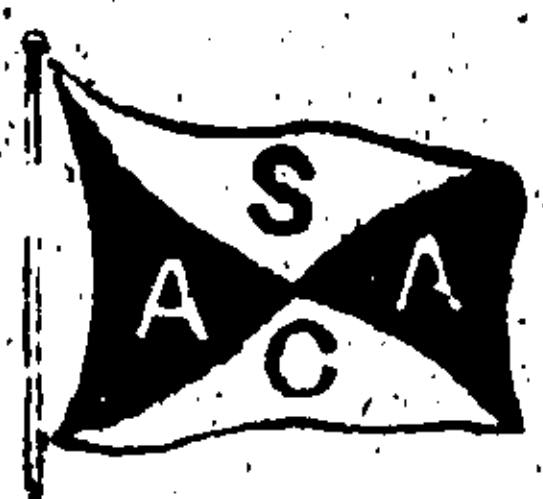
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"SEGURA,"
Captain Hayes, will be despatched as above on or about 8th prox.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewards.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 29th May, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUBZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "INDRANI".....On 16th June, 1909.
For Freight and further information, apply to—

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 24th May, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUBZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:
S.S. "PANTAN".....About 2nd June.
For Freight and further information, apply to—

DODWELL & CO., LIMITED,
Agents.
Hongkong, 27th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer
"KWONG TONG".....Capt. H. W. WALKER.
"KWONG SAI".....Capt. M. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).
Leave Canton for Hongkong at 530 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for fifteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.
Meals.....included in the fare.

The Company's Wharf is situated in front of the New Western Market, opposite the old Hibernian Office.

YUM ON S.S. CO., LD.,
and
SHU ON S.S. CO., LD.,
No. 2, Queen's Road West,
Hongkong, 26th April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 27th May, 1909, 100 cts. per 5 Mds.

BUTCHER MEAT.

	Cents.
Best sirloin & prime cut—Moi Lung Pa	20
" Corned—Ham Ngau Yek	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yek Pa	20
" Sirloin—Ngau Lan	30
" Sausages—Ngau Yek Chang	25
Bullock's Brains—, Know..... per set	10
" Tongue fresh—Ngau Li..... each	50
" Corned—Ham Ngau Li.....	60
" Head—Ngau Tan	30
" Heart—Ngau Sam	20
" Hump, Salt—Ngau Kin	15
" Feet—Ngau Keok	10
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	15
" Liver—Ngau Con	15
" Tripe (unpressed)—Ngau To.....	6
Olives' Head and Feet—Ngau-chai-tan-keok.....set	50
Mutton Chop—Young Pal Kwai	25
" Leg—Young Pal	25
" Shoulder—Young Shau	40
Pigs' Chittlings—Oh cheong	25
" Brains—Oh Know.....per set	3
" Feet—Oh Keok	12
" Fry—Oh Chak	15
" Head—Oh Tau	18
" Heart—Oh Sam	9
" Kidneys—Oh Yiu	10
" Liver—Oh Kin	30
" Pork Chop—Oh Pal Kwai	25
" Corned—Ham Chai Yek	15
" Leg—Oh Pal	24
" Fat or Lard—Chu Yau	15
Sheep's Head and Feet—Young Tau	50
" Keok	50
" Heart—Young Sam	10
" Kidneys—Young Yiu	10
" Liver—Young Con	24
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sung Ngau Yau	22
" Mutton—Sung Young Yau	22
Veal—Ngau Chai Yek	20
" Sausages—Ngau Chai Yek Tong	20

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Siu Kai	28
Ducks—Ap	18
Doves—Pan Kan	17
Eggs, Hen—Kai Tan	18
Fowls, Canton—Kai	20
" Hainan—Hoi Nam Kai	25
Geese—Ngo	19
Geese, Wild Shanghai—Sheung Hoi Ye	19
" Ngor	19
Musk Deer—Wong Keng	each
Hare—To Chai	"
Partridge—Che Khoo	"
Pheasant—Shan Kai	each
Pigeons, Canton—Pak Kup	each
" Holchow—Holchow Pak Kup	"
Quail—Um Ghoo	"
Rice Birds—Wo Fa Cheuk	dorcen
Salps—Sa Chai	each
Turkeys, Cock—Fo Kai Kung	per lb
" Hen—Na	"
Wild Ducks, Shanghai, Sul-ap	each
Teal, Shanghai, Sul Ap Chai	"
Wild Ducks Canton—Sung Shing Sul	Ap

FISH.

Barbel—Ka Yu	30
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Bin Yu	15
Carp—Li Yu	22
Catfish—Chik Yu	11
Codfish—Mun Yu	11
Crabs—Hal	18
Cuttle Fish—Mok Yu	15
Dab—Sa Mang Yu	10
Dace—Wong Mai Lin	10
Dog Fish—Tit To Sa	8
Sal, Congor—Hoi Man Yu	10
" Fresh water—Tam Sul Yu	15
" Yellow—Wong Sin	24
Frogs—Tien Kai	28
Gardopa—Sak Pan	12
Gardopa—Fak Kung Yu	12
Hairling—Teo Pak	15
Hallbut—Cheung Kwan Yu	15
Lobster—Wong Yu Yu	18
Loach—Wu Yu	20
Lobster—Lung Ha	20
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	20
Mullet—Chai Yu	20
Oysters—Sung Hoo	20
Parrotfish—Kai Kung Yu	20
Perch—Tan Loo	20
Pike—Fa Paw Poong	20
Plaice—Pan Yu	20
Pomfret, Black—Hak Cheung	20
Pomfret, White—Pak Cheung	20
Prawns—Ming Hoi	20
Ray—Pal Pa Sa	20
Rock Fish—Sak Kan Kung	20
Rock—Chun Yu	20
Salmon (Grown) fresh water—Ma Yau	20

Shark—Sa Yu	20
Skate—Fo Yu	11
Shrimps—Ha	24
Snapper—Lap Yu	23
Soles—Tai Sa Yu	20
Tench—Wan Yu	18
Turbot—Cho How Yu	22
Turtles, small, fresh water—Keok Yu	50
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	25
Apples, (California)—Kam San Ping	10
" (Chafoo)—Tin Chun Ping	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sung Shing	4
" (bridges), Macao—Sung Shing	4
Chestnuts, Chinese—Fong Lut	12
Carambola—Young To	1
Cocoanuts—Yeh Tai	10
Grapes—Siu Tai Tai	—
Lemons, China—Ning Moong	8
" Amer.—Kam San Ning Moong	6
Lichees, Small Stone—Lai Chai Con	30
" Fresh, Lai Chai	14
Limes, (Sai Gon)—Sai Kung Ning	6
Mango, Manila—Lui Sung Moong	10
Mango, Saigon—Sai Kung Moong	—
Mangosteen, Sak Chai per 100	\$120
Oranges, Tim Chang	20
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	1
Passion Fruit	each
Pears, (American)—Kam San Shui Li	12
" (Canton), Cooking—Sa Li	12
" (Shanghai)—Sheung Hoi Li	12
Peanuts—Fa Sang	10
Perseimons, Large—Hung Chai	—
Pine-apples, 1st quality—Sheung Poon	10
" 2nd quality—Chung-tung	—
Pine-apples, 3rd quality—Chung-tung	—
Platains—Tai Chai	—
Pineapples, Swatow—Hung Lai	3
Pumpkin, Siam—Chim Lo Yau	30
Walnuts, Hop Tou	12
" Green—Sung Hop Tou	—
Shanghai Lo Kwai	8

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	7
" Chai Chai	—
Beans, (French) Macao—Oh Moon Pin	8
" Tan	—
Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tan	—
Beans, Sprout—Ah Chai	4
Beans, Long—Tan Kok	10
Beet Root—Hung Chai Tan	each
Bhijals, Green—Chang Yuen Kai	3
Bhijals, Red—Hung Kai	3
Brassica—Pak Chai	5
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Chai	10
Cabbage, Red—Kai Lan Tan	each
Cabbage, (Shanghai)—Yeh Chai	14
Cane Shoots, bunch—Kau Shun	5
Canlidower, Large size—Tai Yeh Chai	—
" Fa	—
Caclidower, Medium size—Cheung Yeh	—
" Choi-fa	—
Canlidower, Small size—Sai Yeh Chai-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Chai	5
Celery, English—Young Kan Chai	5
Celery, White—Pak Yung Kan Chai	—
Chillies, Dried—Con Lai Chai	15
" Red—Hung Fa	15
" Green—Chung Lai Chai	—
Curry Stalk, English—Kai Lee Choi Liu	8
Cucumbers—Chung Kwa	—
Blister Squash—Fu Kwa	3
Garlic—Suen Yau	6
Ginger, young—Sun Ti Kung	8
" old—Lo Kung	5
Horse Radish, Shanghai—Lik Kiao	15
Indian Corn—Suk Mai	—
Lettuce—Young Sang Choi	each
Water Chestnuts—Ma Tai	7
" Mikan—Kwai Lam Ma Tai	—
Mush Melon	8
Mushrooms, Fresh—Sung Cho Kiao	60
Onions, Bombay—Young Chung Tau	8
" Green—Sung Chung	4
" Shai—Shang Hoi Chung Tau	5
" Japan—Yat Poon	—
Okra—Mo Kai	18
Parley, English—Young Yu Sai	10
Gradus Fan	10
Green Peas—Chung Tai	10
Potatoes, Sweet—Fan Chu	3
" Shanghai—Sheung Hoi Shu	—
" Tai	—
" Japan—Yat Poon Shu Tai	—
" American—Fa Ki	—
" Fochow—Fak Chai Shu Tai	—
" Macao—Oh Moon	—
Pumpkin—Tong Kwa	—
Radish—Hung Lo Pak Tai	—
Rhubarb	—
Spinach—Con Chung Tai	8
Spinage (Chinese)—Faw Choi	8
Spinage—Yin Choi	—
Tomatoes—Fan Kai	—
Taro—Wu Tan	—
Turpots, Pua-i (Long)—Low Pak	—
" English—Young Low Pak	—
Vegetable Marrow—Chai Kwa	—
Water Cress—Sai Yung Chai	—
" Caulrops—Lai Kok	—
" Lily Roots—Lai Ngau	—
Yams—Tai Shu	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to control stallholders in selling at the prices quoted.
W. BOWEN, Hongkong.
Jewellery, Stationery, Bookbinding.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON 12 YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$250,000 }	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/81 = \$26.024 }	5 1/2 %	{ \$98 1/2 buyers London 1/01 }
National Bank of China, Limited	90,025	£7	£6	{ £4,000 £150,000 }	\$10,323	\$2 (London 3/6) for 1903 .....	...	\$5 1/2
MARINE INSURANCES.								
Qanton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$23,757 \$411,950 £125,000 }	none	\$14 for 1907	7 1/2 %	\$197 1/2 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 \$500,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 104 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$191,748 \$105,140 \$681,800 \$1,000,000 }	\$2,464,921	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$84 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$24,445 \$199,064 \$1,000,000 }	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$225 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$438,663 \$15,802 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$110 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,428,173 \$1,000,000 }	\$368,721	\$27 for 1907	8 %	\$345
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$254,038 \$99,067 }	\$1,035	\$1 for 1906 .....	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$254,038 \$99,067 \$250,000 \$607,500 \$39,423 }	Nil.	\$2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$25,344 \$100,000 \$240,000 }	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$32 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £13,755 }	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 }	4 %	\$73 buyers	
Do. do. (Deferred)	60,000	£5	£5	{ £13,755 }	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	{ Tls. 5 1/2 buyers Tls. 53 sales 60/9 buyers }	
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 £130,000 £20,000 }	Tls. 14,510	Second interim of 1/- for a/c 1908 .....	...	\$27 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £16,000 \$2,000,000 }	\$98	{ \$1.00 for year ending 10.4.1908	4 %	\$16 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 8,000 Tls. 4,000 }	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 481,199 Tls. 44,100 Tls. 81,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908 .....	...	\$145 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$50,000 \$56,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$145 sales
Lorou Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$15,813	\$3 for 1897 .....	...	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 9,773	Tls. 3 1/2 for year ending 31.8.08 .....	...	Tls. 260 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,600 £12,289 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 17.20 b.
Rio Australasian Gold Mining Company, Limited ..	150,000 50,000	£1 £1	18/10 £1	{ £4,872 }	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$9 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$42,906 }	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$26,806 \$40,000 }	\$10,102	Final of \$1 1/2 making \$3 1/2 for 1907 .....	...	\$59 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$37,193 \$200,000 }	\$87,728	Final of \$4 making \$8 for 1908	1 1/2 %	\$68 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 33,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 85 buyers
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 50,000 Tls. 125,000 }	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 164 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$50,000 }	Dr. 4,220	\$24 for year ending 30.6.07 .....	...	\$10 sales
Central Stores, Limited	50,121	\$15	\$15	{ \$1,000 \$648,975 }	\$21,611	\$24 on old and 60 cents on first new issue.	...	\$19 buyers
Hongkong Hotel Company, Limited	17,000	\$50	\$25	{ \$13,912 \$250,000 }	\$295	Final of \$3 making \$6 for 1908 .....	...	\$71 ex m.f.
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$25	{ \$13,912 \$250,000 }	\$295	Final of \$3 making \$7 for 1908	6 1/2 %	\$42 s. new
Hempthry, Ketate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$211,122 \$41,261 }	\$5,486	\$6 cents for 1908	6 1/2 %	\$100 sn. and b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$278	\$1 for 1908	5 %	\$94 buye s
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,423,045 Tls. 377,000 none }	Tls. 142,404	{ Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	21,908	Final of \$2 making \$4 for 1908	8 1/2 %	\$46 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	12,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 45,929 \$30,000 }	59,553	50 cents for year ending 31.7.08	6 %	\$8 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%) .....	...	Tls. 89 sellers
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,820	Tls. 5 for 1908 .....	...	Tls. 170 sellers
Boy-Chae Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 31,172 }	Tls. 15,921	Tls. 50 for 1908 .....	...	Tls. 400 sellers
MISCELLANEOUS.								
Bell's Asbestos Agency, Limited	8,064	12/6	12/6	{ £1,500 £40,000 }	£548	1/101 per share for 1907 = 1.037	10 %	\$10 1/2
China Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil.	\$1.20 or 1908	9 %	\$13 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$1,138	50 cents for year ended 28.2.06 .....	...	\$72 sales
Do. Do. special shares	50,000	\$12	\$12	{ none }	\$1,138	80 cents for 1908	8 1/2 %	\$92 buyers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$102,000 \$10,000 }	\$3,407	\$1 for year ending 31.7.08	7 1/2 %	\$16 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$8,000 }	\$48	Final of 50 cents making 90 cents for 1908 ..	10 1/2 %	\$8.80 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$18,000 }	\$3,750	75 cents for 9 months ending 31.12.07	8 %	\$12
M. H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 }	\$251	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 }	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.09.	6 1/2 %	\$19 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$1,195	Final of \$1 per share making \$19 for 1908 ..	12 1/2 %	\$155 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$50,000 }	\$7,616	Final of \$1 per share making \$2 for 1908 ..	8 1/2 %	\$24
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 547,500 Tls. 52,924 }	Tls. 316,622	1st Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,130 b.
Maschinen- und Eisbaugewerkschaften in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 52,924 }	Tls. 316,622	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.08 ..	6 %	\$14 buyers
Pak Tramways Company, Limited	45,000	\$10	\$10	{ \$5,000 }	\$7,471	None	3 %	\$2
Philippine Company, Limited	50,000	\$10	\$10	{ none }	Pa. 18,640	None .....	...	\$8
Shanghai Gas Company, Limited	75,000	\$10	\$10	{ none }	Pa. 18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907 ..	6 1/2 %	Tls. 122 1/2 b.
Shanghai-Sematra Tobacco Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 6,503	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 166 buyers
Shanghai Waterworks Company, Limited	12,500	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,250	Final of 3/- making 46/- for 1908 .....	...	Tls. 415 buyers
South China Morning Post, Limited	16,310	£20	£20	{ Tls. 280,000 }	Tls. 23,038	None .....	...	\$24
Steam Laundry Company, Limited	6,000	\$25	\$25	{ none }	Dr. \$56,602	40 cents for year ending 31.5.08	8 %	\$5 1/2
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	{ none }	\$236	Tls. 6 1/2 for year ending 30.4.07 .....	...	Tls. 04 buyers
United Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,195 Tls. 4,000 }	Tls. 12,101	60 cents for year ending 31.12.03	5 %	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	50,000	\$10	\$10	{ \$35,000 }	\$1,350	80 cents on 9,900 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Watson, (A. S.) & Co., Limited	20,000	\$10	\$10	{ \$300,000 \$25,000 }	\$6,438	Interim of 30 cents s/c 1908 .....	...	\$9
William Powell, Limited	15,000	\$5	\$5	{ none }	\$3,005	{ Final of 30 cts. making 80 cts. for the	...	\$4 sales

*These shares are entitled to half of the profits.....

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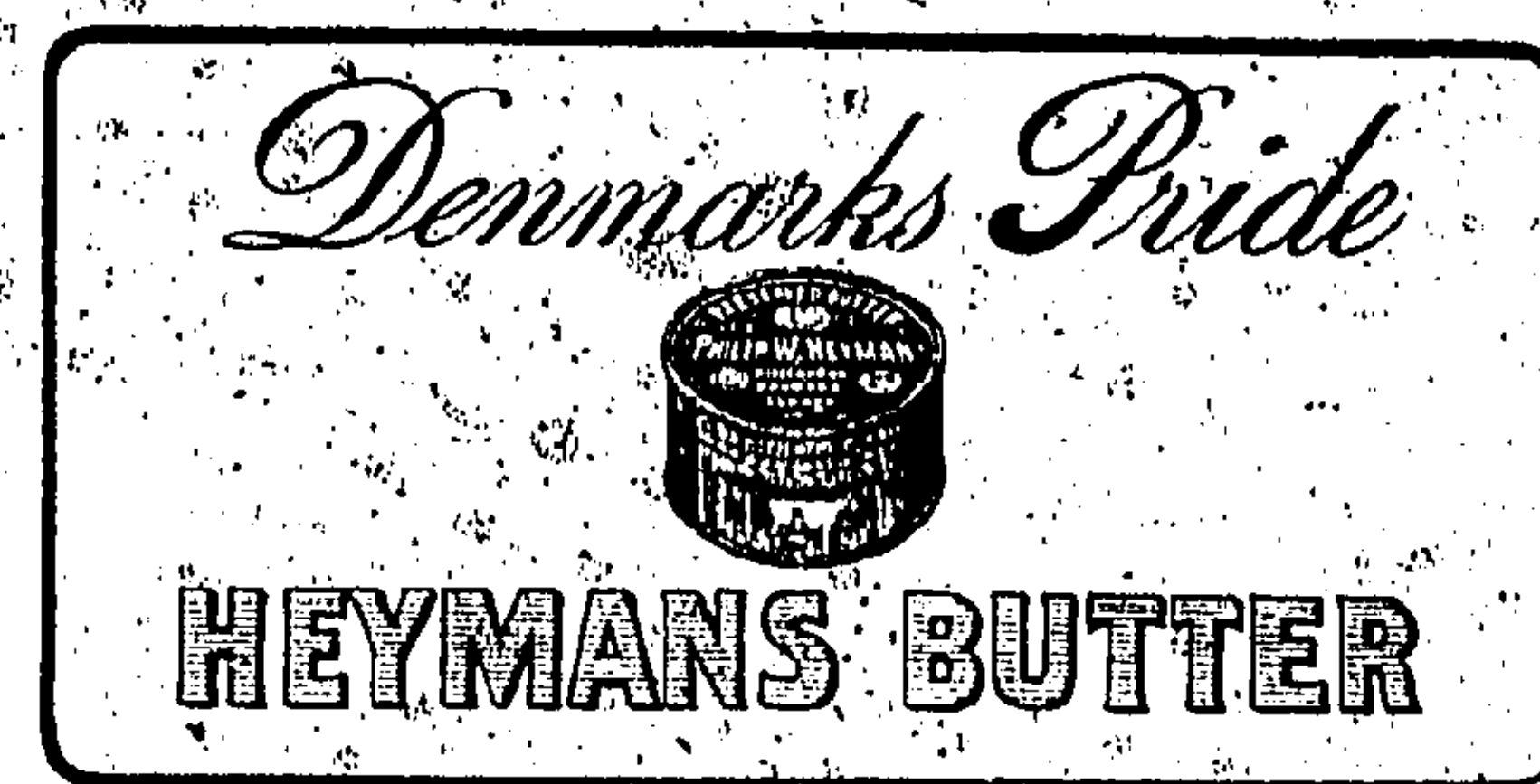
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